THE TRIPS THAT COST.

TWENTY-FIVE THOUSAND TO TAKE A RACER ACROSS THE OCEAN.

The Heavy Expense of Operating a Twin Serew Atlantic Steamer-But the Receipts are Considerably Larger and the

What does it cost to run a palatial twin screw racer across the Atlantic? That is the question which The Sun, for the en lightenment of many inquiring readers, recently put to the New York agents of several big steamship companies. The questioner was about to file the query away with a lot of other unselved riddles of the sea, when he strolled into the office of the Hamburg-American line. There has obtained the information which had been withheld at every other office. The agent dissipated as well as he was able the mys tery that had enshrouded the little prob lem. A midsummer trip of the magnifi-cent Normannia was the thome of his calculation. The Normannia is not quite as big as the twin screw boats of the White Star and Inman lines, but her expense account, owing to the greater length of her voyage, is just as formidable. The cost of running her from her dock in the Teutonic town of Hoboken to her dock in the town of Hamburg, no less Tentonic perhaps, is about the same as the cost of running the City of Paris from New York to Liverpool.

When the Normannia starts on an eastward voyage she carries nearly 3,000 tons of coal in her protected bunkers. Some of this is American and some foreign soft coal, and it costs about \$3.50 a ton. The sooty stokers daily shovel into her roaring red furnaces between 250 and 300 tons. The expenditure for coal runs just short of \$1,000 a day, or nearly \$8,000 for the voyage. The cost of the gnilons and gallons of oil used to keep her ponderous triple expansion engines, her dynamos, her nu-merous smaller engines, her pumps and so on running smoothly, combined with the coal bill, is quite \$8,500.

A BIG SALARY BOLL The salaries of the big ship's company are not an unimportant factor in the exaccount. Among the 800 persons who look after the working of the racer and the comfort of her passengers are, besides the cool headed captain, 8 officers, I surgeon, engineers and machinists, 2 pursers, 5 boatswains, 28 semmen, 114 firemen, 65 waiters and waitresses, 22 cooks, bakers and assistants, 2 carpenters, 1 barber and 14 skilled musicians. The total wages of

these for a trip of eight cays is about \$2,000, not counting perquisites. Cant. Hebich receives the highest sulary It varies between \$3,000 and \$4,000 a year, and depends somewhat on the earnings of the ship, of which he receives a small percentage. This is the way the skippers of all the colossal racing craft are paid, and it is not likely that any of them are going to cease racing, or to be consured for it, as long as a fast trip means money in their pockets and the coffers of their company, Every hour the captain of the City of New York saves means a saving in coal alone

Next in importance to the captain of an ocean speeder is the chief engineer. He is not as frequently visible to the onlin pas sengers as his gold laced superior, nobody makes much fuse over him, but he , in the opinion of his employers, a very big man indeed. He is the man who makes the great ship "git up and git." He submits daily reports of how things are going pn down below to the captain. He tells how many tons of coal he is using, how indicated home power he obtains, and the number of revolutions the ship's propellers make a minute. If he doesn't get as much speed out of the clanking twin the captain puts him on the back and tells him to whoop her up, like a good fellow, It is essential to the captain's interest that he should be friendly with the boss of the mighty machines. For his great work the thief engineer receives \$150 a month and cabin passengers. The chief officer receives \$80 a month, which is more than the cap tains of many steams lips of the second

CAN'T DRINK SALT WATER.

The food and drink consumed by passengers and crew during a recent trip of the Normanula cost about \$15,000. This is the complete list of the things that were neces-sary to make life aboard the luxurious floating hotel something like a dream: Two thousand five hundred bottles of red wine, 2,000 bottles of Rhine wine, 2,000 bottles of champague: L200 bottles of cordials. 15,000 bottles of beer, 80 kegs of beer, 400 bottles of ale and porter, 2,500 bottles of mineral water, 27,000 gallons of drinking water, 70,000 pounds of potatoes, 16,000 pounds of beans, pens and so on, 2,500 cans of fruit, 1,500 pounds of jellies, tarts and biscrits, 45 baskets of vegetables, 7,000 pounds of butter, 1,700 pounds of cheese 10,000 eggs, 3,500 pounds of sugar, 1,500 pounds of coffee, 1,000 pounds of ten, 250 pounds of chocolate, 150 gallons of milk, 10,000 apples, 1,200 oranges, 1,000 lemons, s00 glasses of preserved fruits, 120 barrois of flour, 65 gallons of ice cream, 17,000 pounds of beef, 12,600 pounds of mutton, 1,800 pounds of hum, smoked beef and holognas, 1,000 pounds of veul, 700 pounds of bacon, 600 pounds of perk, 600 pounds of game, 500 pounds of cannot mest, 250 ands of lamb, 30 burrels of preserved meat, 30 barrels of salt pork, 16,000 pounds of fish, 450 chickens, 180 ducks, 60 turkeys, 60 partridges and 50 gerse.

From the foregoing facts and figures it may be said that one trip of the Normanala costs the Hamburg-American line not less than \$25,000. To offset this expenditure, which does not include the cost of Insurance, the Normannia must carry number of her passengers varies, of course, midsummer sometimes pently 200 first and second cabin and about 200 steerage voyagers. The average price of a first cabin passage is about \$110, and that of a second cabin about \$60. The average price of steerage accommodations is about \$22. The receipts from all classes of passengers on a good mid-immer trip are over \$50,000. Usually the Normannia carries \$60 tons of freight, which, at the transpartation rate of about \$10 a ton, amounts to \$8,000. The cost of loading and unloading this freight is borne by the company. In the dull season the big twin screw ships do not make much, but their receipts throughout the year are large enough to warrant the declaration that they are great successes financially, and that they are the passenger ships of the future.-New

Artificial musik is a new chemical product, with an odor to be distinguished from the real musk only by the expert. Very curiously this odor is not possessed by a 1 per cent. alcoholic solution, but it is only brought out by dilution with water. The new substance seems specially suitable for perfaming soaps.

RUSSIANS IN NEW YORK.

Rob F. Walsh Tells of the Czar's Subjects in the New World.

(Special Correspondence.) NEW YORK, Sept. 15,-Of the 80,000 persons of Russian descent or native born Russians in New York, it is a poculiar fact

And it is even more pecuniar that of the 2,500 who can read and write Russian 75 per cent, are exiles, or in other words, persons connected with the Naradnaya Wolia or revolutionary party in Russia. These eight hundred and odd people are many of them of good parentage and highly edu-cated, but none of them left Russia from choice. As a matter of fact they are nihillsts, and persons who would now be inhabitants of Siberia had they remained in their native country.

The balance of the Russian population resident here are western Russians, and for the greater part Hebrews, which language they read, although they converse in

During a conversation which I had a few days ago with a leading New York Russian and nihilist, he informed me that although over 2,000 members of the Naradnaya Wolia reside in New York they are for the greater part unknown to each other; that at least two-thirds of them are, even here, under the espionage of the detectives of the czar, and that many of them, if found on Russian territory, would be spared the humiliations of Siberia by ascending the scaffold for their well or ill considered

But what surprised me most during my interview was what he told me concerning the detective system of the Russian government in the United States.

There being no extradition law for political offenses with Russia, suspected persons are carefully watched here by a special corps of the "Third section of his imperial majesty's own chancellerie," with a view to discovering something or anything that might lead to incriminating persons belonging to the Naradnaya Wolia, now residing in Russia. And so fearful is the czar of danger from the plottings of the New York nibilists that even Russian type is forbidden to be sent from that country to the United States. Every letter from here is carefully examined before it reaches its destination, and the addresses is placed under careful secret surveillance, no matter how innocent may be the con-

tents of the document. An amusing incident of this expensive and, says Mr. —, useless espionage hap-pened a short time ago. A young lady of respectable parentage landed from Kieff, in Russia. No one came to meet the steamer. But the officials of the czar had cabled their agents here to watch her. Her movements were most mysterious, for she did not take a cab to drive to a hotel. She expressed her baggage secretly, and independently walked out of the pier shed. Close behind followed the officers of his majesty the caar, when suddenly at the corner of Grand street and Broadway a gentleman aluted her.

They were certain of a discovery now; but "lo and behold" the stranger who accosted the lady so familiarly was their res-

ident chief-she was his wife. My informant was better informed than the czar's officials, for he knew she was coming and watched for his friend's sake. He learned what he wanted-and they? Well, they did their duty and succeeded

with their usual success. And so the war goes on. Correspondence is carried on freely between the exiled nihilists and the brethren at home. The news, from Siberian and Russian presses somehow or other reaches New York. But "the czar is everywhere," and the rubles of the people are spent on a most extravagant and practically theless detective sys-tem among the cities where dwell his ex-ROB F. WALSIL

A Sloox Falls Clergywoman

CHICAGO, Sept. 16.—Rev. Eliza Tupper Wilks has devoted berself chiefly to missionary work in newly settled sections. She first prepared herself to go as a mis-sionary to India under the anspices of the Baptlet Foreign Mission society, but a short time before she set forth she changed her theological views and determined to enter the Unitarian ministry.

Mrs. Wilks is a native of Maine. However, as her family removed to Iowa when she was but a child, she was brought up amid the surroundings of pioneer life. Her parents were particularly active in religious work, and she received valuable training for the work in which she has been so successful in the mission schools which they organized and conducted while lowa was yet a frontier state.



REV. ELIZA TUPPER WILKS. After graduating from the University of Iowa Mrs. Wilks declares that she had no seemed continually to say, "Woe is me if I preach not the gospel of great tidings!" Her marriage at the age of 24 to a brilliant young lawyer did not interfere with her work, and her early training, exhaustless the most part been on the frontier have made her the most successful planter and upbuilder of churches of any woman in the inistry. For some years Mrs. Wilks has been the paster of Unity Unitarian church, at Sloux Falls, S. D., and under her pastorate it has rapidly increased in member-ship and influence. This, however, is by no means her only work, for she is also the inspiring spirit of several missions estab-

ished in the vicinity of Sioux Falls.

She is the mother of five children, the eldest of whom is is and the youngest 6 years of age, and she says that she has sever failed to devote several hours each day to them. Her children are a charming group of intelligent, well bred young folks, and her husband is devoted to her. Indeel, it may be said of the Rev. Eliza Wilks as William Winter said of Ristori, "By her life she rebuiles the idle and petty theory that a woman cannot devote herself te an Independent pursuit without sacrificing the sanctity of her home, for in so laboring she never neglected the least of the duties of private life."

An interesting story is told of the difficulties under which Miss E. M. Meyrick, the artist, labored while painting the portrait of Explorer Stanley for the Royal Geographical society of London. The sittings took place at Cairo, and she found her model so very restless that it was with difficulty she could catch his face in repose. While engaged on his nose or some other feature the explorer would pop up, rush around the room with his hands in his and passed around the building, when nockets and begin to dictate his book to an invisible stenographer.

Diamonds from New South Wales. South Wales, as well as in Victoria and

It seems that diamonds are found in New Queensland. Up to date nearly 100,000 stones have been obtained, the largest weighing nearly six carats. They are found in the river drifts of the tertiary formation that although nine-tenths of them speak harder and whiter than the South African Eussian, not more than 2,500 can read it.

EASY RIDING OUT WEST.

THE RECLINING CHAIR THAT COSTS NOTHING EXTRA.

One Respect in Which Western Railroads Are Far Ahead of Eastern Lines-There Is No Charge for Their Use and They Are Very Comfortable.

Western railroads have a kind of car which is not seen on any of the principal eastern lines. It is the reclining chair car; not the kind that the Pullman and Wagner companies make and charge an extra fare for the use of, but a car that will hold almost as many passengers as the ordinary car, and that has chairs instead of the ordinary seats. No extra charge is made for traveling in these

Almost all the railroads running out but somehow none of them have got east.

Inside the car there is a center aisle, just as there is in Pullman and ordinary aisle are the chairs, two abreast. They are something like steamer chairs, only they are of iron, cushioned and longer, and have a small pillow at the top. They are also more readily adjusted than steamer chairs, and can be turned, raised or lowered by a simple cog ar-

COMPORTABLE LOUNGES. When a passenger wants to sit up straight and read, he has the porter of to sleep he lets the back of the chair keep away from empty shantles. down and props the pillow under his head. The chair also has an adjustable foot rest, which may be folded under. used as a stool, or put up on a level with the seat, so that when the back of the chair is lowered it makes a couch more comfortable than many lounges. When the chairs are lowered they cannot be turned readily on account of the lack of space, but when they are up they turn pretty freely.

These chairs in many ways are preferable to the ordinary chairs that the Pullman and other companies furnish. One can sleep in them with some degree of comfort, which is more than most people can do in the Pullman chair. Another advantage which appeals to the public is that there is no charge made for them, and that the porter is forbidden to make any charge. If he does any extra service for the passengers he is willing to receive a tip for it, but ten cents is a reasonable tip, and fifteen cents is a lavish tip, where twenty-five and fifty cents are the corresponding sums on a Pullman or a Wagner car.

WESTERN VS. EASTERN CARS. covered with leather instead of plush, and the wood finish is plain instead of elaborate. The cars are for all passengers, but in a certain order of preference. men who are going some distance, and then for passengers who are going over it should be accurately said. a division. A passenger who is going longer distances.

a berth in a sleeper may not have to sit to him in his breezy way: up all night in the straight backed seats. their accommodation, the chair car pas- now." sengers and the ordinary car passengers. The ordinary cars are not as good as the trains, but they are good enough perhaps. The employee are also more civil, and will give information in a more pleasant way .- New York Sun.

A BARBED WIRE SAVED HIM.

Startling Experience of a Man Looking for Land in Washington.

WALLA WALLA, Wash., Sept. 9 .- I met an old farmer from eastern lowa today who is out on a tour of inspection for a vitality and the fact that her home has for location. He crossed the plains in a wagon train "way back in the fifties," but, not finding what he wanted, he wandered back again and settled down in eastern Iowa. After the lapse of thirty years he has concluded that he is not in the right place, and now, at the age of 60, is hunting a home where he can grow up with the country.

He has an old chum who crossed the plains with him when both were young men. His friend remained and became a sheep grower in northeast Oregon, and he has amassed a fortune on sheep and wook

He lives thirty miles from Pendleton, Ore., beyond the Umatilla reservation. The "prospector" had come to look at the Indian land soon to be thrown open to settlement. But he says the Indians are keeping all the best of the land. He reached Pendleton quite recently, and expected to meet his old time chum. But the latter had not called for his mail for a month, and was not on hand.

The prospector inquired at the livery stables to find a team from the settlement, without success. But he did succeed in attracting attention to himself as a stranger looking for a place to settle, and some moneyless, or at least conscienceless, man shadowed him around the city. He was on the outskirts of the place, and discovered an old, unoccupied house on the river bank. He walked into the yard he was startled to hear a sound in the house, and looked around just in time to see a rough looking man in a mask jump

from an open window toward him. It seems the fellow had followed him unobserved, and when he went around the old house the robber had rushed in through the half open door to spring upon his intended victim in the back and in beis derived from these. They are barder and whiter than the South African carried but for the presence of an old barbed wire fence in the weeds. The

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seasow with not observe the tangled wires. of Chicago, St. Paul, St. Louis and other and made a mad rush at his victim. But western cities put one of these cars on his feet tripped on the wire with such every passenger train. The cars are fa- force as to dislodge it at one end, miliar enough to western people, who and it coiled up and entangled the would have been accustomed to them for years, be robber. It was only the work of a moment. The Iowan took in the situation and made ten foot strides toward the city. He looked back after reaching passenger cars. On each side of this the settled street, and saw his adversary disappear down the river bank.

He told me he had been in unpleasant quarters before, but had never had so se a call, to his knowledge.

He went to a stable, hired a broncho mounted, and set off on the trail that led to his friend's ranch. He took to saddle at 2 o'clock in the afternoon, and never drew rein until he had galloped twenty-eight miles over the sands, and dismounted at the cabin door of his the car peg the chair up to any height or angle that he wishes. When he wants fore he settles down to farming, and will W. G. BENTON

HIS OPINION OF THE DRESS.

Managing Editor. Special Correspon

New York, Sept. 4 .- Ten or twelve years ago it was much more difficult to get society news than it is now. There were very few, if any, trained female reporters, and the men who were willing to do such work were generally a very poor lot. At one time we had a curiously ignorant fellow of unbounded industry and most admirable impudence to assist in this work. He got facts in an almost embarrassing quantity, and these were written up for him after he returned to the office. He walked up and down Fifth and Madison ave nues every afternoon during the entertaining season, and wherever there was an awning over the sidewalk he would go in, and by hook or by crook learn all that there was to be learned. He did not in the least look like a reporterthat is, like the popular idea of a reporter-and he could with entire gravity as-These cars have a smoking room, not same any character that for the moment as gorgeous as the parlor cars, but a would suit his purpose. His object was very comfortable room. The seats are to see the mistress of the house. Then he assumed his character of reporter If she objected to giving him any facts he would argue the point with her until she saw the matter in the proper light, They are first for women, after that for and came to the conclusion that if anything were to be said it were better that When Gen. Garfield was to be in

only twenty-five or fifty miles is not al- augurated as president this man was lowed to ride in a chair car if there are sent to Washington to assist in the prepother passengers who are going to ride aration of the account of the inaugural ball. The telegraph at that time was The principal trains on the western not used as extensively as it now is, and roads are run at night. The roads to St. an effort was usually made to get as Paul, Minneapolis, St. Louis, Kansas much of the material by mail in ad-City and Omaha out of Chicago start vance as possible. This society reporter their important trains in the evening was asked to get descriptions of the and bring them to their destination in dresses which tadies of prominence the morning. So it is with the return | would wear at the ball | As soon as trains. There are several roads between | Gen. and Mrs. Garfield reached Washthese places, and they are competing ington our reporter called on the presiroads, not closely pooled as in the east. dent elect, and said he wanted to get a The average rate of transportation is description of the dress Mrs. Garfield lower, and the regard for the passenger was to wear at the ball. The general and his comfort is greater than on east- said the dresses were not unpacked. The ern roads, where there is no competition. reporter departed and called again. The Chair cars are put on these night trains dresses were yet unpacked. Again and as well as on the day trains, in order again he called, always to be put off. that passengers who will not pay \$2 for At length he caught the general and said

"See here, general, you are busy and I This divides the passengers into three am busy; it would save time for both of classes—the passengers who pay extra for us if you would let me see that dress

Gen. Garfield evidently recognized the truth of this, and took the reporter int ordinary cars on the eastern express once to Mrs. Garfield's spartments, where the dress was displayed and the reporter dismissed. A few moments later he entered the Washington office of his newspaper wearing an expression of great disgust. The correspondent knew of the frequent visits to Gen. Garfield's hotel and said with a smile:

"Well, you have not seen Mrs. Garfield's dress vet?"

"Oh. yes, I have," said our reporter, in a contemptuous tone, "and it ain't nothing but a \$60 dress, nohow. JNO. GILMER SPEED.

A forty-nine pound bass was caught off New Bedford recently. The sole in the course of one season will

oduce as many as a million eggs. It has been ascertained beyond a doubt that a plaice will in one year produce eggs to the number of 2,000,000. While fishing at Ormond, Fla., a man

caught a shrimp about five inches long, with claws resembling both a lobster and a erawtish. Flounders replenish the ocean at a very rapid rate. In a season one flounder proces many millions of eggs, scattering them broadcast through the water.

A turbot weighing twenty-three pounds was once found to contain a roe of five pounds and nine ounces in weight, the oggs of which amounted as Frank Buck-land accordingly to no less than 14 211,200

THEIR COUNTRY HOMES.

years of his life, lived in a large old fash-oned house, where he loved to exercise a generous hospitality.

The country home of John Jay was at Bedford, about forty-four miles from New York, in one of the most delightful local-ities in the fertile county of Westchester. "Monticello," the home of Thomas Jeffer-

ful regions of Virginia, and seemed de signed by nature as a haven of rest for the tired philosopher and statesman. The home of Alexander Hamilton, called

the center of New York city, and was at that time completely in the country. The rural home of John Quincy Adams was at Penn's Hill. He once wrote: "I had rather build a stone wall on Penn's Hill

The great Kentucky statesman, Henry Clay, was well acquainted with agricult

After the revolution, when Washington



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Patrick Henry, during the most active

on, was located in one of the most beauti

"Grange," was situated on the old King's Bridge road, about eight miles from

than be the first prince of Europe or the first general or first senstor of America." STANDARD,

ural matters and loved to be surrounded by his friends and neighbors at "Ashland," the name of his country place near Lexing ton, Ky.

Gen. Andrew Jackson was a good farmer and overlooked the work of his country homestead. He saw that the fields and ences were in good order, the stock well attended and the negroes comfortably pro-

lived quietly at Mount Vernon as a country gentleman, he was a vigorous farmer and a tobacco planter. He declared that the life of a husbandman of all others was the most delightful; it was honorable, amus-ing, and, with judicious management, it



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